

COUNTY CORRESPONDENCE.

NEWSY LETTERS FROM OUR SPECIAL CORRESPONDENTS.

Items of Interest From all Parts of Sumter and Adjoining Counties.

NOTICE TO CORRESPONDENTS.

Mail your letters so that they will reach this office not later than Monday when intended for Wednesday's paper and not later than Thursday for Saturday's issue. This, of course, applies only to regular correspondence. In case of items of unusual news value, send in immediately by mail, telephone or telegraph. Such news stories are acceptable up to the hour of going to press. Wednesday's paper is printed Tuesday afternoon and Saturday's paper Friday afternoon.

BROGDON.

Brogdon, April 27.—The long looked for rain has come—not a heavy downpour, but a gentle and steady rain has been falling all this afternoon. It has been very dry for several weeks and those who were a little late in planting were becoming uneasy as to getting a stand of cotton. Several farmers have their crops up and under cultivation; some are shopping cotton.

Gardens are looking well. Peas, potatoes and cabbage are coming in. The ladies of this community are devoting much attention to poultry raising; nearly every one has some new variety of fine chickens. Mrs. J. C. Stiles, Mrs. J. I. Brogdon and Mrs. Joel Davis are considered the most successful in their efforts.

Since the rise in cotton market a good many persons have sold their holdings at ten cents, while others are still sitting and hoping for higher prices. Mr. Clinton Brogdon, one of our young cotton holders, becoming weary of waiting and fully experiencing that all things do not come to those who wait, decided to dispose of his entire crop, amounting to three carloads. Mr. Glenn of Sumter being the purchaser.

The dance which took place last Friday evening in the hall above Mr. W. T. Brogdon's store was much enjoyed by the young folks. The ladies in attendance were: Misses Douglas, of Union, Smith, of Virginia, Jones, of Newberry, McFadden, of Harvin, Britton, of Sumter, Blackwell, of Foreston, Davis, of Manning, Henderson, of Privateer, Bulah Richardson, Susie Brogdon. The gentlemen present were: Messrs. Percy Harvin, Lucius Harvin, Durham, White, Britton, Julius, Clinton, Allard and William Brogdon, Pringle Brunson, Warren and John DuRant and Robert Jones.

Misses Smith and Jones have closed their school and returned to their homes.

Miss Susie Brogdon, is at home after a stay of several weeks in Charleston.

Dr. Chas. B. Geiger, of Manning, was in the neighborhood on professional business recently.

Mr. Warren, DuRant is spending today with relatives here.

SMITHVILLE.

Smithville, April 28.—We are needing rain badly. Gardens and oats will be a failure unless rain comes soon. Farmers are anxious to get their cotton up to a stand, while the tobacco planters are wishing for rain so they can set out tobacco. We had a little rain yesterday but not enough to do any material good. It is still cloudy this morning with indications of fair weather.

We have a little fruit on trees. Peach trees are nearly dead. The San Jose scale is responsible for their condition. It is almost useless for one man to spray his trees when his neighbor just across the way don't believe in spraying and allows his orchard to die out. The birds carry the lice from one orchard to another. Unless something is done peaches will soon be a thing of the past in this section.

Mr. J. M. Foxworth, of Sumter, and Mrs. T. D. Foxworth, of this place spent Saturday with Mr. and Mrs. H. H. Evans.

Mrs. C. T. Evans and daughter, Miss Rosa Lee, visited friends in Sumter, last week.

Rev. J. E. Strickland has been quite ill, but is now convalescent.

Mr. J. W. Robertson spent Wednesday in Camden.

Mrs. J. W. Weldon of Egypt, spent Thursday with Mr. Calvin Robertson. Mr. and Mrs. W. H. Shiver were in Camden Thursday.

Mr. D. J. Robertson spent Friday in Camden.

Mrs. D. D. Robertson has been ill for several days.

Mr. and Mrs. W. N. Dunlap spent yesterday with Mr. and Mrs. T. S. Dunlap, of Marshall's.

PINWOOD.

Pinewood, April 28.—Messrs. C. G. Rowland, R. I. Manning, Capt. Tom Wilson and Mr. Haynsworth came down on Tuesday's local freight and gave the town a look over. It was rumored that they are looking for good location for cotton seed oil mill. This place would be a good location as

there is shipped from here and Rimini, Paxville and Silver over two hundred and fifty cars each season.

The closing exercises of the graded school will take place on Friday night, May 7th, beginning at 8 o'clock in the school auditorium.

Hon. Mendel L. Smith of Camden, will deliver an address here in the auditorium on Friday morning, May 7th, at 11 o'clock. The public is cordially invited.

Mrs. Emory W. Clark and family have returned to their home in Detroit, Mich., after a three months stay at "Millford."

Col. R. C. Richardson, of Sumter, was in town for a few hours on Monday afternoon.

Judge R. O. Purdy and Mr. C. G. Rowland were in town last week, in the interest of the new bank.

Miss Carrie Griffin of the Game Cocker city was a Sunday visitor at the home of Misses May and Bertha Griffin.

Mr. Bancroft Lesesne has accepted a position with Broadway Bros., as bookkeeper.

The new bank will be open for business by August 15th.

Mr. R. M. Brallsford went over to Kingstree on Tuesday to attend a fish fry.

"The Teaser," a rural comedy in three acts, will be produced by local amateurs in the Pinewood graded school auditorium Thursday night, May 6th. The following is the cast of characters:

Ellice Flemingy... Mayle Brallsford Arnold Haye... Manning Richardson Mrs. Flemingy... Bessie Geddings Dr. Thorpe... H. B. Richardson, Jr. Drusilla Todd... Annie Reeves Uralah Higgins... Brooks Patterson Eben Randal... E. C. Geddings Specialty... Scott & Griffin Soloists... Misses Bessie Geddings, Mayle Brallsford and Mr. H. B. Richardson, Jr.

The curtain rises 8:30 o'clock promptly.

Admission: Adults 25; Children 15.

PISGAH.

Pisgah, April 27.—A fine rain is falling here this afternoon. Just the kind that is needed to bring up the cotton and help the oats. Those who planted cotton in March have fine stands.

Gardens are backward and not much account owing to the dry weather. Some peach trees have a few peaches on them, but the majority of the trees have none, being nearly dead.

Mr. T. S. Ross has some sick children with fever.

Mr. and Mrs. Joe McManus are quite sick.

Some of my neighbors have succeeded well this year with chickens, others have poor luck and will raise but few.

The public school at Pisgah is resumed after an interruption of some weeks, owing to difficulties between the trustees of Rafton Creek and Spring Hill, Lee county. I am informed that all is lovely and sweet again.

Uncle "Jim" Jervey, of Sumter, has been here on business. He has many friends all through this section who are always glad to see him.

One of the rural carriers of Rembert and the Government could not agree, so he is out of the job, and the way the boys are hustling for the job is a sight. The prime object in view is Uncle Sam's wheels.

J. D. McLeod, who carries the mail on Route No. 1 from Rembert, gives satisfaction to the patrons. He is painstaking and accommodating and follows the law as all officials should do.

The terrible massacres in Turkey and precincts is an additional and strong argument that the Christian nations of the earth, in the cause of humanity should wipe such governments off the face of the earth, and by intervention establish a government that property and lives will be safe. A person traveling in a foreign country should have the assurance that he will be safe in person, and not live in dread of bodily harm.

Watch the tariff bill in Congress and see if it won't be formed in the interest of the North and West and against the South.

Rev. J. W. Truluck, of Scranton, is aiding in a meeting at Mt. Olivet church this week, near Camden. Rev. Mr. Mitchell, of the First Baptist church of Camden, is pastor.

Virtue that has never been put to the test is a poor asset.

All that are lovers of virtue, be quiet and go angling.—Izaak Walton.

The remembrance of past labor is sweet.—Irish.

When a man grows angry his reason rides out.—Spanish.

When lovers elope it's also a get-away for common sense.

An art requires a whole man.—French.

The cartoonist who goes on the vaudeville stage doesn't always draw.

SULTAN GOES TO PRISON.

ABDUL HAMID, DEPOSED, WILL BE CONFINED IN LARGE HOUSE NEAR SALONIKI

Gen. Shekhet Says He Will Tolerate No Half Measures in Punishment of Mutilous Troops—State of Siege Continued.

Constantinople, April 28.—The former sultan, Abdul Hamid II, is to be kept a prisoner in a large house with walled grounds on a height overlooking Saloniki, which has lately been occupied by the Italian commander of the international gendarmerie. He is not to be put on trial, as has been widely reported in Constantinople, for he is considered to be above the law.

It was thought wise to keep the deposed sultan in European Turkey, remote from the capital. His household will be administered for him upon a generous scale and his life will be safeguarded, as he earnestly besought when notified of his dethronement.

Abdul Hamid, with four wives, five daughters and two of his younger sons, two eunuchs and a comparatively large number of female servants, was taken from the Yildiz palace last night and started under an escort to Saloniki. The party proceeded by steam launches to the landing near the railway and a special train, on which they were to be placed, left at 3 o'clock in the morning. The constitutionalists would like to get back part of the great sums of money that the former sultan is supposed to have abroad, not only because the government is in need of the money, but because it is desirable that he should be deprived of the resources for another coup d'etat. Speculation places Abdul Hamid's wealth at anything between \$25,000,000 and \$200,000,000.

It was mentioned with pleasure today at the palace of Mehemmed V that the American ambassador was the first of the foreign representatives to convey his good wishes to the newly proclaimed sultan. The sultan sent his compliments and thanks to Mr. Leischman, expressing pleasure that the representative of the United States was the first to congratulate him.

The city is illuminated tonight and general rejoicing continues.

Although this was a holiday court-martials were held and several of the principals in the mutiny of the troops were condemned to death. Later they were taken outside the walls of the city and shot.

Prince Sabah Eddine, the nephew of the sultan, who was arrested on suspicion of being implicated in the rising, has been liberated and his release has caused a good impression.

The streets of the capital are filled with Macedonian volunteers. They are being feted by the citizens at the coffee houses and restaurants, which are all full to overflowing.

The huge square inside the railings of the war office presented an unusual scene this afternoon. Thousands of soldiers of the late garrison were seated, cross-legged, in companies in a great semicircle, while officers made the rounds and picked out those suspected of active complicity in the mutiny. The men, however, were cheerful. They chatted and smoked and appeared to bear their disgrace lightly.

Mahmoud Scheffet Pasha, commanding the forces, in an interview today, intimated his intention to purify the capital of all subversive elements and to establish a salutary example of the army. He said that he would have no half measures, but would thoroughly clear up the situation. For this purpose the state of siege would be continued probably for a month, although it would be relaxed somewhat in the European quarter very soon. Referring to the deportation of Abdul Hamid, Gen. Scheffet expressed the opinion that the measure was absolutely necessary in the interest of the future peace of the empire. Alluding to the report that the Albanians might attempt to rescue the former sultan, the general said he was convinced that the Albanians would remain quiet. On the completion of his mission, he concluded, he would return to Saloniki.

Mehemmed V was attending to his court duties today, receiving various officials at Dolmabahgatsche palace. Access to the palace is easy, and the sultan's conversation is familiar, the whole being in striking contrast to the conditions that prevailed at the Yildiz. The absence of troops at the palace is marked and only a few policemen are on duty at the entrance.

Most of the volunteers will leave for their homes tomorrow, after being entertained at a farewell banquet outside the city walls.

The prohibitionists are active in Lexington county, and it begins to look as if they are going to have the fight all to themselves. So far the dispensary advocates have made no effort to resist the strong prohibition wave which is said to exist in most sections of the county.

OIL AND SAND HIGHWAY.

How They Do Things in Massachusetts.

Boston, April 25.—An automobile trip of 200 miles over the roads of Massachusetts was part of the day's work yesterday of the Maryland State Good Roads Commission, which has come North hoping to profit by the road-building experiences of Massachusetts, Rhode Island, New York, New Jersey and other States.

The party of Marylanders, consisting of Chairman John M. Tucker, Chief Engineer W. W. Crosby and Messrs. Francis C. Hutton, Samuel M. Shoemaker and Dr. William Bullock Clerk, reached Boston at 7 o'clock this morning and had breakfast at the Hotel Touraine, where they were met by Secretary A. B. Fletcher, of the Massachusetts Highway Commission, who is chief engineer of the road work, and Mr. W. R. Farrington, one of the five division engineers of the State.

At 9 o'clock, accompanied by Mr. Farrington, the party started on its long day's ride in a big touring car. A clear sky and a beautiful spring day added to the interest of the trip. People at the hotel predicted that the party would never reach Boston tonight, but at 9 o'clock they sped in, almost as fresh as when they started, having inspected 11 different types of oil road construction.

"All types of road that we inspected showed good wear at places and poor wear at others," said Chairman Tucker. "Of the 11 there was one road which seemed to be a much greater success than all others. The treatment of this road was an oil containing a high percentage of asphalt. This was a success in some sections and a failure in others, owing, we were told, to the different character of the soils at the different places. This shows that oil road building is still in an experimental stage, and it will take time and much experimenting to establish the kind of treatment needed for each soil. We not only inspected oil and sand roads, but also the stone roads."

The commission figures that by spending about \$200 on this trip of inspection it will be able to save the State many thousands of dollars. The chief purpose of the trip is the finding of a durable road that can be built at a cost of \$4,000 a mile or less. The roads that the State has built in the last six years under the Shoemaker law have cost an average of \$7,000 a mile, which many contend is much too high if the commission hopes to construct out of the \$5,000,000 loan the roads it has planned.

Chief Engineer W. W. Crosby, who had charge of the roads built by the Geological Survey under the Shoemaker law, contends that a durable hard road cannot be constructed for less than \$7,000 a mile, and the experience of Massachusetts has been a partial substantiation and a partial refutation of his stand. The average cost of Massachusetts roads has been \$8,831 a mile, yet the Marylanders inspected a road yesterday that was built for \$2,400 a mile.

This particular road is called a sand and oil road, for oil with a high percentage of asphalt is used as a binder of the sand. While this type of road has proved more or less satisfactory thus far, it has been built only four years, and consequently has not had the test of time. It has stood up fairly well under the strain of automobile travel, which is more than can be said of the old-style roads.

A particular stretch of oil and sand road inspected by the Marylanders is at Eastham, which is in the toe of Cape Cod. This stretch is four miles long, and the land in this section is almost identical with the Eastern shore of Maryland. Both are sandy and both about equally distant from a source of stone.

In Frederick county and the other western counties of Maryland stone roads can be built at a cost of \$4,000 or less a mile. On the Eastern Shore the cost of stone roads, owing to the cost of transportation, would reach \$10,000 a mile. Facing this condition, the commission set out to find, if possible, a method of road construction that can be applied to the Eastern Shore and similar sections of the Western Shore at a cost that is not prohibitive.

At Eastham two different sections of road were inspected. One was a macadam which had been treated with an oil and sand mixture, and the other a section of sand road which was oiled, the oil being heated and allowed to soak into the road and then thoroughly harrowed and the road shaped and rolled.

The oil used was like fluxing oil, a heavy residuum asphalt oil, which was claimed to contain 85 per cent. of asphalt. The oil was heated to 180 degrees or 200 degrees Fahr., and applied from a watering cart with a special sprinkling attachment.

After the oil had stood two or three days sand was put upon it. The work was done late in the fall and was not satisfactory; in fact, it was considered a failure, and it was not until the next year that the oil began to appear upon the surface and to be-

come compact under travel.

In 1907 this road was rolled with a steam roller and patched. Though it rutts under travel and is not in any sense as smooth as a macadam road, it has proved satisfactory in that it has held up travel and only rutted to a slight depth, and is still in reasonably good condition after three years of wear.

The cost of 1905 when something more than a mile of road 16 feet wide was treated, was about 17 cents a square yard, using a little less than one and one-half gallons of oil to the square yard. The road was treated a second time in 1906, using seven-tenths of a gallon to a square yard, at a cost of 10.8 cents a square yard. This made something more than two gallons of oil to the square yard of road. It was patched somewhat in the last year.

During the hot weather the oil comes up to the surface, and it will be necessary next year to fill ruts and depressions in the road to put in good condition. The cost of the road up to the present time has been about \$2,400 a mile.

It was the experience of the commission with this road that decided to try other experiments to see if sand roads could not be built, using oil, asphalt or tar as a binder, without the use of stone.

It is evident that if satisfactory roads, which will withstand ordinary travel, can be built with sand and these materials the first cost of the same will be only about one-fourth to one-half of the cost of the macadam road.

The oiled roads will probably cost from \$1,500 to \$2,000 a mile, using a heavy residuum asphalt oil, which costs about 5 1-2 to 6 cents a gallon and using about two gallons to the square yard. Undoubtedly, after several years, such roads will have to be treated with a second coat of oil and all ruts and depressions will have to be filled every year.

Last season there was built south of Eastham, a State road of oil and sand in Harwich, Brewster and Orleans, where a section of about three miles in length is being constructed. The method was, in general, the same as that used in Eastham. Up to the present time, though the oiled road seems to be much better than the sand road, it has heretofore had many defects. It has been impossible to secure an even layer of oil and an even thickness of the oil and sand, mixture throughout the width of the road, and this defect can undoubtedly be cured in some way. It is due to the fact that during construction the horses feet made holes in the sand and the grade was rutted deeply by the wheels of the carts. The oil, no matter how evenly it was spread, tends to settle into the depressions.

The big problem which highways commissions, engineers, park boards and all others interested, directly or indirectly, in the cause of good roads have set as a task for themselves is the finding of a remedy to counteract the effect on improved roads of automobile travel. The old-style road is a success when used as a highway for horse-drawn vehicles. The action of wagon wheels is entirely different from the action of a vehicle propelled by the friction of its rear wheels on the road. In one case it is that of a roller packing the roadway; the other it is an excavator scraping and digging it up. To develop at a reasonable cost a type of road that will withstand this scraping and digging is the task to which all States, with Massachusetts leading in experimentation, have applied themselves.

The experiments of the engineers have shown that it is absolutely necessary to know the exact character of the materials used to be able to procure good results and account for failures. With this end in view the Highways Commission employed the State Chemist to make an analysis and physical tests of the materials.

The engineers say that so far as their experience goes it seems evident that to produce good results by the use of oil—which means to accomplish more than the temporary laying of dust—it is necessary to use oils that have an asphalt base. The larger the percentage of asphalt, the better the results. The experiments have demonstrated that the heaviest oils, which must be heated to be applied, will last longer without being retreated; and the indications thus far are that these heavier oils, enriched with the right quality of asphalt, will make a permanent roadbed when mixed in proper proportions with sand and will likely prove effective in resurfacing old macadam roads if a layer is put on two inches thick in the centre and one inch on the side.

The ordinary repair of Massachusetts roads, such as cleaning gutters and catch basins, filling in ruts and holes, sanding the roads occasionally, caring for the road-sides and little or no resurfacing, has cost in the past about \$100 a mile a year, which has grown to be inadequate, largely on account of the damage done by automobiles. In 1908 the cost was about \$12 a mile, which, the highways commission points out, will have to be

considerably increased next year. The average age of the State highways is about seven years and many of them need resurfacing.

The division engineers have estimated that it will require \$684,800 to resurface the State highways and put them in reasonably good condition. They declare that \$366,400 of the wear is due to automobile travel. The highways commission comments as follows:

"This only shows how expensive it is to allow our highways to go without the repairs which are necessary."

She is noblest being good.—Habington.

Sloth is the key to poverty.—German.

Set your sail according to your wind.—Greek.

A windstorm passed over Florence and the grandstand at the race track was blown down.

Castro returns to discover that Abdul has stolen his spot-light.—Louisville Courier-Journal.

The barns and stables of L. A. Stevens in Edgefield County were destroyed by fire. Loss \$1,000.

A pessimist is a man who can't be happy even when he is having his own way.—Chicago Record-Herald.

Just how will Senator Fyfe's tonnage tax on all foreign shippings from American ports help the trade of this country?—New York World.

Who is so much to be envied as a President of the United States who owns a Jersey cow in the strawberry season?—Charleston News and Courier.

A new remedy for tuberculosis is reported from England. Consumption cures are now rather more numerous than consumptives.—New York Tribune.

While attempting to board a north-bound freight train, third section of No. 8 of the Seaboard Air Line Monday morning Trainmaster Clem Lane fell under the moving cars and his right leg was so badly crushed that amputation was performed at the Columbia Hospital, where the injured trainman was taken as soon as possible after the accident. The accident occurred at Cassels, near Columbia.

Mr. James F. Jenkins has about five hundred acres in cultivation in Cerokee County, preparing his land for cultivation by the use of the steam plow. He has a 22-horse-power engine, with which he pulls two large ploughs, which cut seven feet and in this way he can break about ten acres of land per day. Mr. Jenkins says that quite a lot of his land is rough and hilly, but that this fact did not prevent his using the steam plow he having broken nearly all of his land both this year and last with this plow. As a labor saving device this plow is the greatest invention now in use on the farm.

While Auctioneer Hoyt was holding a sale in the Town Hall today, says a Monticello, N. Y., dispatch to The Philadelphia Record, he held up a large rug, and soon he and everybody else in the room began to sneeze violently. The auctioneer, believing somebody was playing a joke on him, offered \$10 to learn who had sprinkled pepper on the rug. Mrs. Juniman, who had sent the rug for sale said: "Hand over your \$10; I did it to keep the moths out of the rug." Jeers and hisses from the crowd soon compelled Hoyt to go down into his pocket and hand over the money to Mrs. Juniman.

A few days ago a negro boy by the name of George Washington, was arrested in Summerville, charged with mule stealing. The mule in question had been stolen the day before Washington was arrested from a Mr. Guyton, of Monck's Corner. A neighbor of Mr. Guyton, knowing of the theft, recognized the mule, which he saw within a short distance of Summerville, and on reaching town had Washington arrested. George was immediately landed in jail. About 12 o'clock that night the jail was discovered on fire and it was with difficulty that Washington was rescued. It seems that Washington was an old offender and tried the ofttime successful trick of burning his way out of a wooden jail by setting fire to the side and keeping the fire within safe limits by smothering it with the blankets in his cell until a hole had burned of sufficient size to permit of his escape. Unfortunately for Washington the jail in Summerville was furnished with cotton comforts, instead of the best wool blankets and resulted in his being very nearly suffocated before rescued. He was resuscitated shortly after being taken out, however, and is now comfortably quartered in the brick jail at St. Georges where he awaits trial at the next term of court in Dorchester County.